

INDOT Long-Range Plan Development Coordination Meeting Notes
Meeting with the Evansville Metropolitan Planning Organization
Conducted at the Vincennes District Offices, May 12, 2006
1:30 P.M. to 3:00 P.M.

In Attendance: *Sam Sarvis, Vincennes District Director*
 John Curry, Vincennes District Planning Director
 Khalil Dughhaish, Vincennes District
 Calvin Evans, Vincennes District Local Assistance
 Pam Drach, Vincennes District Program & Budget Manager
 John Myers, Vincennes District
 Bradley G. Mille, Executive Director Evansville MPO
 Seyed Shokouzadeh, Evansville MPO
 Craig Luebke, Evansville MPO
 Steve Smith, Manager – INDOT Long-Range Planning Section
 Jay Mitchell, Planner – INDOT Long-Range Planning Section
 Emmanuel Nsonwu, INDOT Urban & Corridor Planning

Steve Smith began the meeting with a quick review of the meeting's agenda. The four primary meeting components were:

1. A review of the INDOT Long-Range Plan, concentrating on projects for District and MPO in the 2006 to 2016 time frame.
 - A. Projects in the 2006 to 2015 Major Moves Program (The September 2005 draft listing)
 - B. Review of Candidate 2016 IPOC projects and preliminary priority evaluation
 - C. Identification of any projects in the 2006 to 2015 time frame that are not in the Major Moves Program or not a Candidate 2016 IPOC project.
2. Discussion of IPOC scoring process and opportunities to provide information to assist scoring and evaluations.
3. Review of Statewide Mobility Corridor System and proposed Access Management Guidelines.

2016 IPOC Candidate Projects:

I-164/SR 57 Interchange Modification: The driving concept for this proposed project is the need to modify the interchange to tie into and accommodate a new north/south connector road that will restore and improve interstate access to the Town of Elberfeld and the new Warrick County industrial park. This candidate project is the result of an I-69 mitigation concept/proposal intended to compensate Warrick County and the Town of Elberfeld for the anticipated loss of interstate access at the current I-64/I-164/SR 57 interchange which will be reconfigured to tie into the new Interstate 69.

It was noted that there were three components to this overall mitigation concept: 1) the I-164/SR 57 interchange modification 2016 candidate project, 2) The new Warrick County connector road and, 3) the I-64 flyover bridge connecting the new Warrick County road to the industrial park north of I-64. Of these, the new Warrick County connector road was the linchpin that the other two projects were dependent upon. The proposed interchange modification project can not be built unless there is a new county roadway to tie into.

Should this candidate project score well enough to ultimately be included in the 2016 production year, it would need to be included in the MPO's Long-Range Plan and it would also need to be included in the travel demand model network that will be used to demonstrate conformity to the PM 2.5 and ozone 8-hour air quality standards. The MPO director asked if a funding source had been identified for the new, Warrick County connector road. The answer was that Warrick County would be seeking federal funds through the Group IV Rural STP funds.

US 41 from I-164 to Virginia Avenue: The Planning section explained that this became a candidate because it was listed in the INDOT Long-Range Plan with an RFC date of 2016. It was pointed out that the pavement condition on this segment of US 41 is poor and that a reconstruction project had been programmed. In the pre-engineering stage for the reconstruction project, the need for added travel lanes was explored. The firm producing the Engineer's Report was asked to evaluate the need for added travel lanes. The final Engineer's Report stated that the level of service for this segment of US 41 would be satisfactory for the design life of the project.

The project was included in the listing of 2016 candidate projects in order to permit the District and the MPO to build the case for the added capacity. The preliminary scores appear to support the District and MPO's contention that added travel lanes are indeed needed for this project. Should the case be made for added travel lanes and should the proposed project score well enough to ultimately be included in the fiscal year 2016 production plan, the reconstruction project may need to be suspended due to its cost. Other preservation actions would then be applied to the pavement in order to extend its service life to 2016 when both the reconstruction of the existing lanes plus the two additional lanes could be accomplished at the same time.

SR 62 (The Lloyd Expressway) from the west end of the Pigeon Creek Bridge to 0.25 miles east of Rosenberger Avenue: The Planning Section explained that this project was the next (second) stage of planned improvements to the Lloyd Expressway that were intended to upgrade the roadway from Fulton Avenue to the University of Southern Indiana interchange. The project had been placed in the INDOT Long-Range Plan with a 2009 Ready-for-Contracts date. It was not however included in the draft Major Moves 2006 – 2015 Major New Highway Construction Plan. Instead, the first segment from 1st Avenue to the Pigeon Creek Bridge was included in Major Moves. The next available production year in which this project could possibly be slated was then 2016. That is why its status is currently that of a 2016 IPOC candidate project. Project scoring and available budget will determine whether or not this project is ultimately included in the 2016 Major Moves production year.

SR 64 from US 41 to Oakland City: This is a 2016 candidate project submitted by the Vincennes District. The project is envisioned as a new roadway (SR 64 bypass) south of Princeton and Francisco to existing SR 64 alignment where the roadway will be improved to the new I-69 and

Oakland City. This would provide an improved transportation link between I-69 and US 41 and the Toyota manufacturing plant on US 41. The MPO noted that the project, or a variation of the project's concept was included in its Regional Transportation Plan.

SR 66 from SR 165 at Wadesville in Posey County to 6.71 miles east of SR 165: This project is included in the INDOT Long-Range Plan with a Ready-for-Contracts date of 2026. The Vincennes District submitted this project as a 2016 candidate because it saw a need to advance the project in the plan. The MPO noted that the project is also included in its Regional Transportation Plan.

US 50 from the east Washington bypass to US 231 in Loogootee: This project is included in the INDOT Long-Range Plan in the form of three projects from the Washington bypass to east of US 231 in Loogootee, ready-for-contract dates of 2014, 2017 and 2019. The District would like to see this project built as an added travel lanes project to continue the current 4-lane divided highway eastward to US 231. This would provide an excellent east-west link to I-69. The MPO noted that this project was outside of its Regional Plan area.

Projects included in the draft Major Moves Program and Projects Listed in the INDOT Lin-Range Plan 2017 – 2030: A list was provided that included all of the INDOT Long-Range Plan projects and identifying whether or not they were included in the draft Major Moves Plan, 2016 candidate projects or projects listed from 2017 – 2030. In addition, a draft initial scoring for all of the projects in the out-years 2017 to 2030 was provided. As part of the INDOT Long-Range Plan update, the first ten years of the plan would be the Major Moves: Major New Highway Construction Plan. The balance of projects from 2017 to 2030 would undergo a scoring process similar to IPOC and then be placed into the plan update based on their scores and the anticipated budget level of funding. The two lists were reviewed and projects of note were:

Draft Major Moves Corridor #182 – New Interchange Construction at SR 62 (The Lloyd Expressway and Burkhardt Road): There were local concerns about the proposed design of this interchange project. The Vincennes District has been working with the community in order to resolve the issues so that the project can move forward. The MPO said that it had been working with the community to come up with an acceptable proposal to submit to the District. It was hoped that the proposal could be completed and submitted soon to the IPOC Committee for review. The MPO wanted to see this project move forward.

Draft Major Moves Corridor #174 – New Interchange at SR 62 (Lloyd Expressway and Fulton Avenue): The MPO noted that it was working on getting the traffic numbers together to support the community's design concept for the interchange. INDOT's response was that the design would be governed by sound engineering principles.

Discussion Regarding the Evansville Metropolitan Planning Organization's Long-Range Plan Update: After a brief discussion, it was agreed that two projects would need to be included in the Evansville Plan under the *Vision Section* and not the fiscally constrained section of the plan.

I-69 Henderson to Evansville: While INDOT has fiscally committed to its share of the commitment to build this segment of I-69, Kentucky has not. The project will need to remain in the Vision Section of the plan update and not be included in the network used to demonstrate conformity. All indications were that Kentucky was moving forward with coming up with a financial plan for its share of the project costs. When that has been completed, the project can then be moved to the fiscally constrained side of the Evansville plan.

I-164/Millersburg Road Interchange: It was agreed that this project would be placed in the Vision Section of the plan until INDOT has completed its Interchange Study update and a sufficient purpose and need for the project can be demonstrated. The Evansville MPO did strongly point out that this was a good project and that it will provided many benefits to the Evansville area transportation network.

The MPO provided a brief explanation regarding its travel demand model updates for the upcoming plan update.

Customer Input and Economic Development scoring for the 2016 IPOC Candidate

Projects: INDOT asked the MPO to assist in these two scoring category for the projects in its area. A maximum of 10 points can be earned under this scoring category. INDOT would like the Evansville MPO to seek customer input from its Policy Committee, other locally elected officials, citizens and State Legislators. In addition, INDOT would like to receive input regarding economic development activity that would result from the 2016 candidate projects. In order to ensure that this scoring category is not overlooked, INDOT asked the MPO to return the results from its Customer Input scoring as soon as possible, no later than three to four weeks.

Review of Statewide Mobility Corridor System and Access Management Guidelines: Steve Smith noted that INDOT was in the process of reviewing and updating its Statewide Mobility Corridors and he asked the Evansville MPO to review the corridor hierarchy map as it related to the MPO's planning area. This was a follow-up request based on an earlier presentation to the MPO Council.

Access Control: Steve Smith handed out a copy of proposed access management guidelines. He provided a brief explanation; the handout is one of the products that is being developed from the Access Management Study.